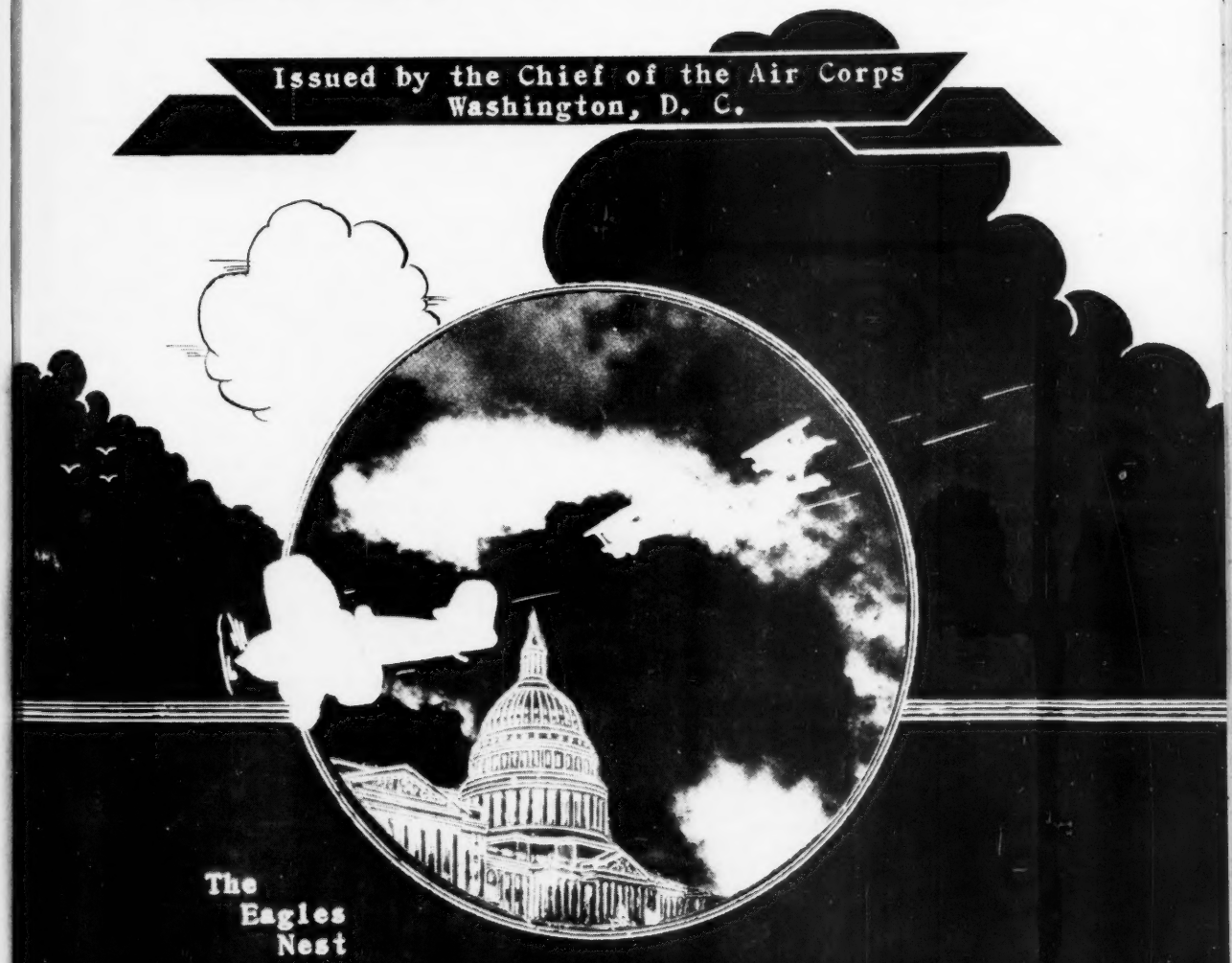
AIR CORPS NEWS LETTER

Issued by the Chief of the Air Corps
Washington, D. C.



The Eagles Nest

Vol. XVIII October 15, 1935 No. 19

NEWS LETTER

VOL. XVIII A I R C O R P S N E W S L E T T E R NO. 19.

Information Division
Air Corps

October 15, 1935

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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AIR PROGRESS IN THE UNITED STATES

By Brig.-General Oscar Westover, Acting Chief of the Air Corps

A most unusual opportunity to participate in a great national movement for the advancement of American aeronautical activity is presented to us this Fall by the National Aeronautic Association. September 23rd to November 1st has been designated as "Air Progress" Period.

During this period, unprecedented efforts are being made to acquaint the public with facts concerning the rapid development of aerial equipment essential to proper national defense, air transportation of passengers and freight, and air travel in privately-owned aircraft.

Through its many chapters located in the principal cities and towns of this country, the N.A.A. is stimulating the interest of youth through glider and model airplane activities in schools and clubs and by publications. The work of the Association in the promotion of air meets and exhibitions, and in bringing again to America the more important world air records is too well known to need amplification here. In fact, the national interest in this movement may be gauged by a glance at the names of those comprising the officers and advisory board, which reads like a "Who is Who" list. With Senator William G. McAdoo, of California, as President, and James H. Doolittle, formerly of the Army Air Corps, Vice President, leading the Association, much valuable work is bound to result.

President Roosevelt has shown the importance he attaches to the movement by issuing a proclamation to the Nation, appointing an "Air Navigation Week."

A PROCLAMATION

"WHEREAS the social and economic progress of the Nation is dependent to a large degree upon the development of transportation and communication facilities; and

WHEREAS the development of safe and rapid commercial air transportation has made notable progress during the last decade; and

WHEREAS a vital factor contributing to the outstanding accomplishments of the United States of America in this field has been, and still is, the establishment and operation of a federal airways system reaching into all sections of the United States; and

WHEREAS the National Aeronautic Association has determined upon recognition of the progress made in aviation, and has set aside the period between September 23 and November 1, 1935, in recognition thereof;

NOW, THEREFORE, I, FRANKLIN D. ROOSEVELT, President of the United States of America, do hereby designate and proclaim the week beginning October 14, 1935, as Air Navigation Week, and I particularly urge State and municipal officials, civic and commercial organizations, school authorities, and the press to call attention to the aerial transportation achievements already accomplished, to set forth the advantages which may accrue as the result of continued development in this field, and to encourage the study of ways and means by which aerial transportation can contribute more effectively to the social and economic progress of the human race.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

DONE at the City of Washington this twenty-sixth day of September, in the year of our Lord nineteen hundred and thirty-five, and of the Independence of the United States of America the one hundred and sixtieth."

In a letter to Army aviators, Senator McAdoo, President of the National Aeronautic Association, gives us this message:

"You are probably familiar with the National Aeronautic Association and therefore realize that it exerts a constructive influence in all phases of aviation throughout the country. We can safely say that it has assisted in bringing about the decided upward trend that has been evident in aviation activities during the past few months.

We will continue to contribute substantially to the rapid and orderly development of aviation. We have neither political affiliation nor profit motive and I feel that we are in an excellent position to render a distinct public service.

Our relations with the aviation divisions in the various government departments are extremely cordial and, therefore, on behalf of the National Aeronautic Association, I extend to you a cordial invitation to become a member."

Mutual interest in each other's organization has always existed between the Air Corps and the Association; an interest which gives every promise of growing in extent and in importance. Until November 1st the membership fee will be reduced to from $5.00 to $3.00 for the year, which

includes a year's subscription to the National Aeronautic Magazine, as well as full membership in the Association.

This non-political organization is the one common meeting ground of the country's armed aerial services, the Bureau of Air Commerce and other governmental agencies, aircraft manufacturers, municipal activities, and individuals interested in Aeronautics. It is believed that membership of Air Corps personnel in the N.A.A. will increase their value to the service and provide them with many pleasant professional and social contacts. The Air Corps should not only contribute heavily to the promotion of Aeronautics, but should be ever watchful for new ideas from any source which may increase the efficiency and effectiveness of our units. Membership in a local chapter is sure to broaden one's outlook and materially aid that community.

As a result of several years' personal observation and many personal contacts, and in view of the fact that the National Aeronautic Association has no political axe to grind, I feel it a privilege heartily to endorse its present "Air Progress" campaign. I hope that a large number of our personnel will support the N.A.A. not only with their membership but with their active participation in meetings and other activities. For after all, it will be only through the cooperation of our many varied air activities that a lasting leadership in military and commercial aviation will be maintained.

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GENERAL HEADQUARTERS AIR FORCE TRANSPORT

A new Douglas Transport fitted up as a Headquarters airplane for use of the staff of the General Headquarters Air Force was flown to Wright Field the latter part of September. Designed to serve as a flying office in which the staff officers could be moved as a unit, with facilities for carrying on work while in flight or at rest on the ground in whatever location feasible, the airplane, which is the standard commercial type Douglas transport, presented a most shipshape interior.

Immediately to the rear of the pilot's cockpit is a radio room with sending and receiving sets, enabling the commanding general to keep in touch with all units of the force. A locker compartment for confidential maps, dispatches or data is alongside. The commanding general's office is immediately aft of the radio room with a connecting window. This office contains a desk and two chairs, and is to be used for conferences with staff or other officers during emergency flights or maneuvers.

To the rear of the office and occupying the central section of the fuselage are four chairs with desks on either side of a center aisle. These are for the four members of the staff heading G-1, G-2, G-3 and G-4. Desks are arranged to hold all types of stationery and writing equipment, and have extensions for the study of maps and large drawings. Furniture is of walnut. Buffet, lavatory, and ample baggage facilities are provided.

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TOUR OF UNITED STATES BY HOUSE MILITARY AFFAIRS COMMITTEE

Members of the House Military Affairs Committee are scheduled to make a tour of the United States by air for the purpose of visiting various localities in the interests of National Defense. The vehicle of transportation will be a Condor Transport airplane, which will be piloted by Captains George C. McDonald and Hez McClelland, Air Corps. An enlisted radio operator and two enlisted mechanics from Bolling Field will also accompany them.

Starting from Bolling Field on October 15th, the localities to be visited will be Chicago, Ill.; Omaha, Neb.; Cheyenne, Wyoming; Salt Lake City, Utah; Fort Lewis, Wash.; San Francisco and San Diego, Calif.; Tucson, Arizona; El Paso and San Antonio, Texas; Shreveport, La.; Montgomery, Ala.; Forts Benning and McPherson, Ga.; and Fort Bragg, N.C.

Hon. John J. McSwain, Chairman of the House Military Affairs Committee, who heads the Congressional party of inspection, will be accompanied Congressmen J. Joseph Smith, of Conn.; Matthew J. Merritt, of New York; and Mr. Robert Frazier, acting clerk of the Committee. Congressman Leslie C. Arends, of Illinois, may join the party at Scott Field, Ill., and Congressmen Sam L. Collins, John M. Costello and John F. Dockweiler, all of California, may board the plane later for part of the trip.

Senator Morris Sheppard and Congressman Thomas L. Blanton and Maury Maverick, all of Texas, may connect with the party for short trips to Texas points.

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HEAVIER-THAN-AIR TRAINING FOR AIR CORPS OFFICERS

Three Air Corps officers, each of whom hold the ratings of "Airship Pilot," "Balloon Observer" and Airplane Observer," began heavier-than-air training at the Primary Flying School, Randolph Field, Texas, with the October 15th class.

These three officers are Major William O. Butler, who graduated in June from the Command and General Staff School, Fort Leavenworth, Kansas; Captain James F. Powell, who graduated last June from the Army Industrial College, Washington, D.C., and Captain R.R. Selway who, prior to being ordered to Randolph Field, was stationed at Scott Field, Ill.

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ARMY AIRMEN AID IN SEARCH OF LOST COMMERCIAL PLANE

The officials of the Aerovias Nacionales have expressed to the Commanding Officer of Albrook Field, Panama Canal Zone, their deep appreciation for the response of the 16th Pursuit Group to their request for assistance in locating the Travelair Cabin plane which crashed on September 13th in the mountains north of Chame, Republic of Panama. This wreck was the worst in the history of commercial aviation in the Republic, resulting in the death of Pilot Marstrand and seven passengers.

The line operates between Panama City, David and El Volcan, Panama, on a daily schedule. On the morning of the tragedy, due to a tremendous increase in commercial business, the line was operating a double-header out of Panama for David, the two planes taking off within a minute of each other. A heavy cloud bank covered the mountain tops, and one plane went out over Panama Bay around the cloud bank, and after this detour arrived safely at David. Pilot Marstrand elected to go over the top of the cloud bank and disappeared.

At approximately noon, President Malek notified the Commanding Officer at Albrook Field that Marstrand was four hours overdue. Four patrols of two airplanes each from the 16th Pursuit Group were immediately dispatched over the route in an effort to locate the missing passenger plane, and the search continued until approximately 6:00 p.m., when two natives who had observed the crash at 7:10 in the morning, reached Bejuca, where there was a telephone, and advised government representatives of its exact location. The natives had to travel through the jungle for nearly eleven hours to make a distance of about eight miles. The following day, the 16th Pursuit Group maintained contact with the ground rescue party until it reached the scene of the wreck in the jungle and returned to the highway with the body of the pilot. All passengers were buried at the scene of the crash.

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MESSAGE IN BOTTLE TRAVELS LONG DISTANCE

On a recent air navigation flight to Jaque, Republic of Panama, Major Donald P. Muse, Air Corps, stationed at Albrook Field, Panama Canal Zone, was handed an unsealed letter by one of the natives, who requested the Major to mail it when he returned to Albrook Field. The letter was addressed to a Minneapolis girl and was written by a passenger on one of the Grace liners, enroute from Panama to San Francisco, was sealed in a bottle and thrown overboard somewhere off the coast of Costa Rica. It is interesting to note that the message traveled over 600 miles before it was washed ashore at Jaque and picked up by a native there.

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TARGET PRACTICE FOR 23rd BOMB. SQUADRON

All the officers and 100 enlisted men of the 23rd Bombardment Squadron, stationed at Luke Field, T.H., moved to Bellows Field, Waimanalo, on September 4th, and began firing on ground targets the following day. Unfavorable weather prevented flying one morning and part of another, but most of the practice was completed in ten days. Lieut. Armstrong was the first to qualify, making a score of 698 on aerial targets and 282 on the ground. So far, Lieut. William Capp is high man with a total score of 1352 for ground and aerial targets.

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PLUNGES 3,000 FEET MINUS PARACHUTE

A grim tragedy brought a sudden termination to the life of a Hamilton Field soldier on September 19th.

Private George H. Brinkley, 22, of St. Joseph, Mo., a member of the 9th Bombardment Squadron, was riding in the nose of a Bomber piloted by Major John M. Davies in the vicinity of Point Reyes. In some inexplicable manner, Brinkley, who had removed his chute for the sake of comfort, accidentally released the lever operating the trap in the floor of the Martin B-12 Bomber. He instantly plunged 3,000 feet to his death.

Inasmuch as the soldier was not missed for a few minutes, considerable difficulty was encountered in the recovery of the body. A searching party was ordered out immediately by Lieut.-Colonel C.L. Tinker, commanding officer of Hamilton Field, but returned late at night, reporting failure. A larger party of 250 men and 2 officers was ordered out the next day, but their search proved in vain. The body was finally recovered on September 21st at 3:30 p.m., by a member of the Muir Woods CCC Camp, the men of this camp being ordered into the search by Corps Area Headquarters.

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TEST OF NEW A-2 KAPOK COATS

The new A-2 Kapok coats were issued to the 50th Observation Squadron, Luke Field, T.H., and were recently tried on by a few pilots of this organization. These coats are well ventilated for the tropics and should be much cooler than the old "smother" type. In addition to this, they are a bright yellow, a color that should be easily distinguished by rescue planes in search of those who find it necessary to bail out.

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KELLY FIELD GRADUATES MORE ARMY FLYERS

A class of 67 flying students is scheduled to graduate on Saturday, October 12th, from the Air Corps Advanced Flying School at Kelly Field, San Antonio, Texas. Beginning with an aerial review at Kelly Field at 8:00 a.m., in which all the graduates are slated to participate, the graduation ceremonies will be resumed at ten o'clock in the War Department Theatre at that field, when diplomas will be awarded these new members of the flying fraternity, as well as the much coveted wing insignia.

A year ago, when these graduates began flying training at the Air Corps Primary Flying School at Randolph Field, they were members of a class of 142 students, comprising 63 officers of the Regular Army, 3 officers from foreign countries, and 76 flying cadets. It will thus be noted that 47% of the original class successfully completed the intensive one-year flying course at the Air Corps Training Center.

Aside from one Air Corps officers and the three foreign officers, all of whom will graduate, 30 of the 61 West Point graduates who began flying training a year ago last October, will receive their "Wings," or 49%, which is somewhat higher than the general average of approximately 45%, according to statistics compiled over a period of years in the past.

The Air Corps officer, Major Edmund W. Hill, a veteran lighter-than-air pilot, who now holds the ratings of Airship Pilot, Balloon Observer and Airplane Observer, will, through his qualification as a heavier-than-air pilot, receive a fourth rating, that of Airplane Pilot. This last-named rating will also be given to the remaining graduates.

With the exception of the three foreign student officers, who will return to their respective countries, the student officer graduates will be transferred to the Air Corps. The Flying Cadets will be assigned, under their Cadet status, to active duty with Air Corps tactical squadrons for the period of one year. Should their service during this additional year of training prove satisfactory, they will be commissioned second lieutenants in the Air Reserve and, should funds then be available, they will be given another year of active duty with Air Corps tactical squadrons, this time under their status as Reserve officers.

With seven native sons in the graduating class, Texas has the largest representation among the various States, followed by New York with six. Washington, the nation's capital, with four students, leads the various cities represented.

The Advanced Flying School graduates are listed below, as follows:

AIR CORPS

	Major Edmund W. Hill	New London, Conn.

OTHER BRANCHES OF THE ARMY

All Second Lieutenants

Calif.	George B. Dany, CAC	San Diego
D.C.	Jack J. Neely, Inf.	Washington
D.C.	Raymond J. Reeves, Cav.	Washington
	Hudson H. Upham	Washington
Fla.	Paul C. Ashworth, C.of E.	Summerfield
Ga.	Paul T. Hanley, Inf.	Atlanta
Ill.	John G. Benner, Inf.	Anna
Kans.	John B. Cary, C.of E.	Emporia
	William M. Gross, F.A.	Salina
Idaho	John M. Hutchison, Cav.	Coeur d'Alene
Md.	William H. Wise	Edgewood
Minn.	Harvey T. Alness, Cav.	Bayport
Mo.	Karl W. Bauer, Inf.	Jefferson City
	William S. Stone, F.A.	St. Louis
N.H.	Wilson H. Neal, F.A.	Rochester
N.Y.	John DeP. T. Hills, Inf.	Albany
	Frank C. Norvell, F.A.	Ft. Wadsworth
	Byron E. Brugge, CAC	Ozone Park, L. I.
	Herbert M. Baker, Jr., Inf.	Warrensburg
Neb.	Richard A. Legg, Inf.	Alma
Nevada	Dale O. Smith, Inf.	Reno
Okla.	Wm. M. Canterbury, CAC	Muskogee
Oregon	Curtis D. Sluman, CAC	Portland
Penna.	Albert T. Wilson,Jr. Cav.	Easton
S.C.	Lawson S. Moseley,Jr.,CAC	Greenville
Texas	John W. White, Inf.	Uvalde
Va.	Elvin S. Ligon, Jr., Inf.	Nottoway C.H.
W. Va.	Walter C.Sweeney,Jr.,Inf.	
Wis.	Arno H. Luehman, Inf.	Milwaukee
Wyo.	Jack E. Shuck, CAC	Casper

FOREIGN OFFICERS

Ismail Hikmet, 1st Lieut., Turkish Army.
Ismail Raid, 1st Lieut., Turkish Army
Fructuoso P. Suarez, 1st Lieut., Mexican Army.

FLYING CADETS

Ala.	Theron Coulter	Eufaula
	John M. Reynolds	Mobile
	Horace A. Shepard	Mobile
Calif.	Conrad J. Herlick	Helendale
	Robert C. Love	Los Angeles
Colo.	James O. Ellis	Greeley
D.C.	Robert W. Hall	Washington
Colo.	Thomas L. McKissack	Englewood
Fla.	Robert C. Paul	Watertown
Idaho	John L. Randall	Moscow
Iowa	Marion Malcolm	Iowa City
Kans.	Raleigh H. Macklin	Ottawa
Mass.	Stanley A. Zidiales	Middleboro
N.Y.	Peter H. Remington	Watertown
N.C.	Franklin M. Cochran	Davidson
Ohio	Howard F. Nichols	Marion
N.Y.	James W. Allen	Ithaca
Okla.	Howell G. Crank	Tulsa
Oregon	Willard W. Lazarous	Corvallis
	Charles E. Bockman,Jr.	Portland
Texas	James W. Chapman	Austin
	Richard T. Kight	Claude
	William J. Moser	Dallas
	Bigham T. Kleine	San Antonio
	Herbert M. West, Jr.	San Antonio
	Cy Wilson	Longview
S. D.	Evart W. Hedlund	Beresford
Vt.	Merrill E. Thayer	Brattleboro
Wash.	Quentin T. Quick	Bellingham
	Edward A. LePenske	Tacoma
W.Va.	Graves H. Snyder	Lewisburg
Wis.	Maxwell H. Crowell	Shell Lake
Ark.	Edward L. Reid	Little Rock

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CADETS TO BE COMMISSIONED IN AIR RESERVE

The Chief of the Air Corps has recommended to the War Department that 28 Flying Cadets, who graduated from the Air Corps Advanced Flying School, Kelly Field, Texas, in October, 1934, and who have just completed their year of active duty under their cadet status with Air Corps tactical units, be commissioned second lieutenants in the Air Reserve, and that they be placed on extended active duty as Reserve officers at the various Air Corps stations, as indicated below:

To Barksdale Field, La.:	
Oscar K. Lawing	Little Rock, Ark.
David G. Desmond	Salem, Mass.
Francis R. Drake	Muskogee, Okla.
Charles H. Jeter	Wann, Okla.
William H. Councill	Ingomar, Pa.
Gilmore V. Minnis	Hadley, Pa.
Oliver E. Ford, Jr.	Crockett, Texas
Harney Estes, Jr.	Granbury, Texas
Alexander F. Sangster	Houston, Texas
To Brooks Field, Texas:	
John H. Cheatwood	Ruston, La.
Wendall P. Lester	Houston, Texas
Ben A. Mason, Jr.	Houston, Texas
To Langley Field, Va.:	
Donald G. Ogden	Baton Rouge, La.
Horace Brock	Philadelphia, Pa.
Harry D. Martin	Easley, S.C.
To Mitchel Field, L.I., N.Y.:	
William A. Miller	St. Louis, Mo.
Henry P. Luna	New York, N.Y.
Joseph E. Hale	Philadelphia, Pa.
To Hamilton Field, San Rafael, Calif.:	
Norman L. Callish	Los Angeles, Calif.
Radcliffe C. Clausen	Los Angeles, Calif.
Herbert E. Knieriem	Modesto, Calif.
Roderick O. Cote	Manchester, N.H.
Charles E. Fisher	E. Marion, N.C.
Arthur M. Keppler	Houston, Texas
Fred C. Johnson	Salt Lake City, Utah
To Selfridge Field, Mich.:	
William W. Harding	Sutton, N.D.
Albert F. Olsen	Sutton, N.D.

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ACTIVITIES OF 4TH OBSERVATION SQUADRON

Buring the period between September 1st and 15th, the 4th Observation Squadron, stationed at Luke Field, T.H., was engaged in various tactical training missions which consisted of Aerial Reconnaissance; Two-Way Radio Communications; Instrument Flying; Night Flying and Aerial Photography. Under the direction of Captain W.W. Messmore and 1st Lieut. Walter A. Fenander, the Photo Section has prepared an intensive and thorough schedule for Photographic missions. Following this schedule, the officers engaged in some fifteen hours of Pin-Point and Oblique Photography for this period.

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NEW COURSE AT AIR CORPS TECHNICAL SCHOOL

Under authority of the War Department, and under the supervision of the Commandant, Colonel Junius W. Jones, there will be incorporated into the Air Corps Technical School at Chanute Field, Rantoul, Ill., a new course to be presented under the name of Basic Instruction.

There has been a long felt need for such a course, which materializes with the School Year 1935-36. Its object is to provide a uniform system of basic preparation for all enlisted students entered in the Air Corps Technical School in order to fit them better for technical specialization in the various main courses for which they are sent to the school, resulting in students more highly and more uniformly qualified to take up their specialized subjects.

As a direct result, the technical departments proper receiving a student from the Basic Course will be able to confine their instruction to their respective specialization without devoting time to basic work.

The Department of Basic Instruction is being organized under the immediate direction of Captain James S. Stowell, Air Corps, who has been assigned to duty as Director of the Department.

Instructional personnel and equipment is being drawn from other departments of the Air Corps Technical School where various subjects of basic instruction have been taught. One hangar is being remodeled to suit the needs of the department for shops and classrooms, and it is expected that the department will receive its first class at the beginning of the school year, consisting of approximately 60 students.

The curriculum of the Basic Course will include, for its first year, about eight weeks, according to the needs of the individual specialization departments of the school, with the subjects of mathematics, drafting, elementary metal work, electricity, and woodwork, as applicable to the course which the individual student will later pursue.

The addition of the Department of Basic Instruction to the Air Corps Technical School, together with the Department of Clerical Instruction, which was established in 1933, brings the total of Departments of the school to six, including the earlier established departments of Mechanics, Photography, Communications and Armament.

For the coming year it is contemplated entering in this course students who have been chosen for specialized courses, although experience may render it desirable in future years to arrange for students to be entered in Basic Instruction and, as a result of their work and adaptability demonstrated in that course, to be designated for their respective lines of specialization. In any event, the establishment of this new phase of instruction will prove invaluable in preparation of students for their various technical branches of instruction and, in addition to providing a uniform standard of basic work, will result in elimination of much duplication of instruction throughout the other departments.

"INVASION" OF IMPERIAL VALLEY CITIES

Three Imperial Valley cities will be peacefully invaded and occupied by airplanes and ground troops for a ten-day period during the middle of October. The tactical organization staging the maneuvers is the 17th Attack Group of March Field, Calif., composed of the 34th, 73rd and 95th Attack Squadrons and the 64th Service Squadron. The 17th Group will be commanded by Lieut.-Colonel John H. Pirie, Air Corps, during the field training period which will run for a period of twelve days.

Cities to suffer the thrills of the mimic occupation and over which many of the scheduled sham air battles will be held are Brawley, Imperial and Calexico, Calif. Announcement of the maneuvers was made recently at the headquarters of the First Wing of the General Headquarters Air Force at March Field by Brigadier-General Henry H. Arnold, Wing Commander.

Thirty airplanes, 40 officers and 350 enlisted men are expected to fly or ride by truck to the Southland cities. All of the enlisted men and some of the officers will be transported to the three camps by the 44 trucks and 10 motorcycles of the 64th Service Squadron, commanded by Major Orin C. Bushey.

Clerks and airplane mechanics of the 17th will not have to worry about Kitchen police and other camp duties, as these functions will be performed by the men of the 64th Service Squadrons. This squadron will also have the task of setting up and tearing down the camps in the three cities.

Training activities at the camps of the Mexican border towns will consist partly of problems in unit and group navigation to points away from the valley and rendezvous exercises. Aerial machine gunnery with ground "strafing" and other forms of "attack" training, together with combat exercises in air bombing, will keep the 17th's pilots on the move during most of their 10-day stay in the Imperial Valley.

To train the officers and enlisted men of the three squadrons in field work, three camps similar to the ones proposed for the Imperial Valley were scheduled to be set up at March Field at widely separated portions of the reservation. The camps, which will be just as completely equipped as the ones used in actual field service, will be operated for one day only.

Combat and gunnery problems will take place the same day, the units operating from the temporary field camps on the Air Corps post. The bombing and aerial gunnery will take place at Muroc Dry Lake.

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RESERVE ACTIVITIES ON PACIFIC COAST

Ten hours "under the hood" was accomplished by each Reserve officer in the field with the 489th Bombardment Squadron, Air Reserve, during the 14-day encampment in July.

According to Captain John H. Gardner, Air Corps, Non-Divisional Unit Instructor, some of the officers should have received credit for R-1 (acrobatics) rather than R-28 (instrument flying) for the first few hours of their time "under the hood."

In addition to the instrument flying, each officer flew solo fifteen hours, all of which time was utilized in tactical flying.

During the first two months of the fiscal year, the Reserve officers of the 489th have accumulated approximately 375 hours of solo, a good percentage of which has been instrument flying.

The home base of the 489th is located at the King County Municipal Airport (Boeing Field). The Squadron has the use of one-half of Hangar #2. Visiting Air Corps pilots are assured hangar accommodations for their ships and a welcome from Non-Divisional Unit Instructor Captain John H. Gardner and the officers of the Squadron.

"Air Corps officers desiring to familiarize themselves with the Pacific Northwest territory, a territory that will undoubtedly be an important Air Corps base," concludes the News Letter Correspondent, "might do well to head this way when on extended cross country flight."

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AVIATION CAREER INCENTIVE TO EDUCATION

Military aeronautics is causing boys in Spokane, Wash., to consider far more favorably a college education, it was learned by Lieut. Laurie Heral, adjutant and recruiting officer for the 41st Division Aviation, Felts Field, Spokane, Wash.

It was recently announced in the local newspapers that a dozen vacancies existed in the Division Aviation.

"Plenty of boys came out to enlist," reported Lieut. Heral. "Naturally, they all wanted to go to the Army Air Corps flying school, but were advised that it was necessary for them to have two years of college education. During our early discussion it developed that many of the boys did not intend to attend college, it apparently being their belief that education is not exactly necessary to fly an airplane. In several instances parents of these same boys have expressed appreciation for what we told their sons, explaining that they are now interested in going to college."

At no time has the 41st Division Aviation found it difficult to maintain a full complement of enlisted personnel, practically all of which are high school boys.

TACTICAL INSPECTION OF 1st PURSUIT GROUP

Seven officers from the GHQ Air Force Headquarters at Langley Field, Va., arrived at Selfridge Field, Mich., on September 22nd to conduct a tactical inspection of the First Pursuit Group. These officers were Lieut.-Colonel Walter R. Weaver, Major Robert Olds and Captain Roland O.S. Akre, Air Corps; Lieut.-Colonel Cedric W. Lewis, Signal Corps; Lieut.-Colonel Charles C. Drake, Quartermaster Corps; Lieut.-Colonel Russell L. Maxwell and Captain John A. Wheeler, Ordnance Department.

The tactical inspection was begun on September 23rd, when a part of the 56th Service Squadron was directed to move by convoy to Pontiac to establish a camp and maintain the Group for an overnight stop, and a part of the 57th Service Squadron was directed to establish camp and maintain airplanes of the Group at "Camp Weaver" on the south side of the home airdrome.

On September 24th, the unit of the 56th Squadron detailed for duty at Pontiac, Mich., returned to the post, and another unit of that organization was dispatched to "Camp Weaver" on the home airdrome; while the unit of the 57th Service Squadron broke camp at "Camp Weaver" and another group of men from that organization was sent by convoy to Hartung Airport, Detroit, Mich., to establish a camp for the Group airplanes at that place. The latter camps were broken up during the morning, the men proceeding to their home station.

These movements proved of importance in that they indicated the equipment necessary for the establishment of a temporary camp at short notice for use of the Group; the transportation needed for such a move; and the question of efficiency of the units of the Selfridge Field command. The inspecting officers departed on the afternoon of September 25th.

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PARADE OF STARS IN NEW YORK PLANETARIUM

Air Corps officers who at one time or another may be in the vicinity of New York City, and who are interested in navigation, will find it of much interest and profit to visit the Hayden Planetarium at the American Museum of Natural History.

Equipped with an 11-ft. Zeiss-created projector, one of the finest in the world, which shows the march of the heavens through its thousands of lenses, the Planetarium in its first public showing attracted some 750 persons, who were amazed when the closing of a switch caused almost 3,000 celestial bodies to appear on its dome simultaneously.

The illumination of the synthetic sky came after Charles Hayden, whose name the planetarium bears in commemoration of his $150,000 gift for the projection apparatus, handed the key of the control board to Mr. F. Trubee Davison, president of the museum, and after brief dedication speeches by Mr. Davison, Dr. John H. Finley and Robert Moses, Park Commissioner.

Dr. Clyde Fisher, curator of the planetarium, stepped to the control board and explained that the projection apparatus would be set in operation with the aid of a cosmic ray detector borrowed from Columbia University. He said that this scientific detective would pick up the invisible cosmic rays as they entered the planetarium through the thick layers of steel and concrete. As the rays struck a detector tube, he said, they would cause it to ionize and break down, local currents would flow in, relays click and the switch would close.

As the curator explained the workings of the planetarium the inner surface of the white dome began to fade and in time the room was in absolute darkness. The curator's voice sounded through the blackness for a time, because it takes human eyes about ten minutes to become adjusted to such conditions. The soft click of a switch sounded, followed by a noise similar to driven rain on a tin roof. This was the reverberation of the cosmic rays and then the stars flashed out on the dome. The effect of the sudden change from utter darkness to a brilliant and cloudless firmament was reflected in the exclamation from the spectators.

The illusion of limitless space was almost perfect. In the exact center of the room was the Zeiss projectir, an instrument eleven feet in height, with two gigantic knobs, the whole a delicate mechanism built with the precision of a fine watch. It sent out rays of light which upon reaching the steel screen curtain inside the dome became the stars and planets.

Although only 75 feet in diameter, the dome seemed to expand as the lights were turned down and then to melt away as the stars became visible. The skyline as viewed from a point in Central Park ran around the base of the dome at the horizon line. It was cut from steel plates, painted black and set out a short distance from the inner surface of the dome. Thus, when the projector was in motion, the moon, sun and stars seemed to rise from behind familiar buildings.

Dr. Fisher turned the control board over to Prof. Wm. H. Barton, Jr., assistant curator of the planetarium, and when the latter caused the projector to rotate in first one and then another plane, a steady whirring sound came from the instrument, and the stars, the planets, the Milky Way and all the other celestial bodies moved across the sky. The effect was puzzling and some of the spectators were inclined

to think that the entire dome was in motion.

The voice of the speaker accompanied the celestial parade, and as he talked he sent out a beam of light which caused an arrow to appear and point to the constellations or stars which entered into his explanation.

The sun, reduced in brilliance lest it eclipse the stars, rose, passed across the sky and sank behind the western horizon. A year passed in three minutes. The planets swung playfully among the stars and the moon hurried by as though anxious to show off all its phases at once.

The lecturer took the spectators on a sky-trip to the South Pole at the rate of 5,000 miles a minute. The sky rolled overhead and unfamiliar star fields appeared. At the Pole, the stars moved around at the same height above the horizon. Upon returning to New York the audience saw Donati's comet moving about and following the path it took when it appeared in 1858.

Meteors began to streak among the stars and in a few moments the great shower of 1883 was being reproduced by the man at the control board. The speaker pointed out various constellations and finally came the dawn, which to many of the spectators was the most effective illusion of the demonstration.

The black sky began to pale at the horizon and soft music sounded from somewhere in the dome. As the light increased the music swelled and the sky took on the pink tints that preceed the sunrise. When full daylight maintained, persons who had witnessed the star show turned to look at each other as if to make sure if they were still on earth. On filing outside it was hard to believe it was still night after the synthetic dawn just experienced.

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AERIAL PHOTOGRAPHY BY WASHINGTON NATIONAL GUARD AIRMEN

Hours of flight over the "River-of-no-Return," photographing the famous Salmon river country in northern Idaho, is scheduled to gain recognition in the National Geographic magazine for the 41st Division Aviation, Felts Field, Spokane, Wash.

Salmon City, Idaho, the little early day gold mining town, was bubbling over with excitement recently when a party of representatives from the National Geographic magazine, the United States Geological Survey, United States Forestry Department, and Congressman D. Worth Clark, of Idaho, concentrated there to start their expedition down the Salmon and Snake Rivers to Lewiston, Idaho, where they will land late this month.

Salmon City residents had worked for months interesting the National Geographic magazine publisher in a photographic story of the famous Salmon River - Seven Devils country, probably the most rugged and scenic portion of the United States.

Representing the National Geographic magazine is Maynard Owen Williams, famed photographic explorer, and personal friend of Captain Albert W. Stevens, renowned Air Corps long-distance photographer. Mr. Williams, who wrote the recent series of articles about China, accompanied by photographs, in the National Geographic magazine, wanted aerial photographs.

Through Mr. Howard Flint, Assistant Forest Supervisor for Region No. 1, arrangements were made with the 41st Division Aviation to secure the photographs of the Snake and Salmon river country.

Not only were photographs desired for publication in the National Geographic magazine, but also for geological study by the United States Geological Survey, represented on the expedition by Drs. J.C. Reed and P.J. Shenron, of Washington, D.C.

After a landing for instructions at Salmon City, Lieuts. Claire Hartnett and Ellsworth C. French photographed 85 locations wanted by the party.

It is questionable if any country offers greater general interest than the area photographed. The Thunder Mountain, around which Zane Gray built a story, was an object of great interest.

In some places the scenic Salmon river was found in a narrow gorge between mountain ridges towering 9,000 feet high. Often groups of deer were seen drinking from the cold mountain lakes several thousand feet high.

Spots were located where a geologist could easily go wild with delight studying the many interesting formations.

Salmon river, the "River-of-no-return," gained its name not because it is particularly dangerous, but no barge ever going down the river is able to return, because of the stream current.

The expedition was well quartered on a barge eight feet wide and 30 feet long. Air mattress sleeping bags served as beds, and an abundance of food was taken aboard before the party shoved into the Salmon. The barge is in no way motor-driven, but will be boosted off the rocks by pike and poles.

During the float down stream, the 41st Division Aviation proposed another interesting experiment, that of a daily radio contact with the party. A small Forest Service radio set was established on the barge, and through this the party hopes to establish daily communication with the new military radio sets in the Douglas Observation airplanes of the Division Aviation.

INTERCHANGE OF ARMY AND NAVY AIR FIELDS

A recent announcement by the Navy Department was to the effect that the President of the United States had approved the joint recommendations of the Secretary of War and the Assistant Secretary of the Navy with regard to the interchange of existing Army and Navy air fields. Negotiations which have been under way for the past month have only just been perfected, and the following agreement was reached:

(a) The Army to turn over to the Navy, Rockwell Field; and the Navy at the same time to turn over to the Army, Sunnyvale. This exchange can be made without delay.

(b) The Army to turn over to the Navy that part of Ford Island, Pearl Harbor, T.H., now occupied by the Army, as soon as adequate facilities for the Army units so displaced can be obtained elsewhere.

(c) That metes and bounds acceptable to the Army and Navy of that part of the Anacostia Air Field (old Bolling Field) now occupied and used jointly by the Army and Navy be established, and that the station so defined shall then be turned over to the Navy.

Pending the transfer of these properties between the War and Navy Departments and having in mind the interests of National Defense, the War and Navy Departments recommended that the President issue instructions which would permit immediate action in partial fulfillment of the agreement herein submitted, as follows:

The Army to evacuate that part of North Island in the harbor of San Diego, California, now under the control of the War Department which, with the installations and facilities thereon, will thereafter be used by the Navy; it being understood that this evacuation will not include fixed harbor defense installations now located thereon.

The Navy to evacuate the Naval Air Station, Sunnyvale, Mountain View, California, which with the installations and facilities thereon, will thereafter be used by the Army; it being understood that the lighter than air hangar and operating facilities thereon are not to be dismantled unless such action later is specifically authorized by the President.

The jurisdiction over the areas of North Island and Sunnyvale to be transferred within thirty days, and the complete evacuation to be effected as soon as practicable.

The following is a short survey of Government air activities and facilities at North Island, Ford Island and Anacostia Air Fields:

Army activities transferred to the Navy:

Anacostia, District of Columbia, land transferred to the Navy in the field now known as Old Bolling Field, which includes an area of 339.04 acres, of which 20.04 acres are now used by the Navy. The 61 buildings on the site include 11 sets of quarters.

San Diego, California, North Island. Land transferred to the Navy now used by the Army Rockwell Field, covers the area of 940.59 acres with a total of 141 buildings including 13 sets of quarters. This will be held by the Navy in addition to the 587 acres now occupied by the Naval Air Station, San Diego.

Pearl Harbor, Hawaii, Ford Island. Land transferred to the Navy now used by the Luke Field (Army) covers 240.78 acres with 116 buildings, including 22 sets of quarters. This will be used by the Navy in addition to the 96 acres used as the Fleet Air Base, Pearl Harbor.

Navy activities transferred to the Army.

Sunnyvale Naval Air Station, Sunnyvale, California, which includes 1000 acres, with 27 buildings, 9 of which are officer quarters.

North Island, San Diego, Calif., separates San Diego Bay from the open roadstead of Coronado Bay. It is flat, and though of sandy soil, forms a natural flying field. Neglecting tide lands, it comprises 1,233 acres; 666 acres are owned by the U.S. Army and form Rockwell Field, and 567 acres, owned by the U.S. Navy, are included in the U.S. Naval Air Station. The Navy's portion, on the side toward San Diego Bay, has a deep water pier for docking Naval vessels. Naval seaplanes land on and take off from the water of San Diego Bay, so that, in effect, there are four landing fields side by side and within a space of four miles: Rockwell Field, the Naval Air Station, San Diego Bay, Lindbergh Field, the latter being a very active civilian field.

North Island was first used for aviation when in 1910 the Curtiss Company started a school there, the first Naval officer student, Lieut. T.G. Ellyson, starting his course in December of that year. During the winter of 1911-1912, the Navy established a temporary flying school on the island, but in the Spring of 1912, moved it to Annapolis, and in June, 1914, to Pensacola. The Army started a school on North Island on privately-owned property on November 1, 1912, and has continued flying operations there ever since that date. A commission appointed by Act of Congress of March 4, 1915, recommended that the Government

purchase North Island for a permanent aviation school, provided it could be obtained at a reasonable cost, and otherwise that it purchase a site on Coronado Heights.

Finally, a bill for the condemnation of the entire tract known as North Island by the United States Government was passed by Congress on July 27,1917, and the United States Government formally took possession in pursuance of Executive Order of the President of the United States on August 7, 1917.

In the early days of Aviation in the Army, Rockwell Field was used as a training school for young Army officers detailed to duty in the Aviation Section, Signal Corps. The majority of Air Corps officers of field grade who were in the service prior to the outbreak of the World War received their early flying training at this school.

During the War, Rockwell Field was utilized as a school for pursuit flying and aerial gunnery work. The field was named in honor of 2nd Lieut. Louis [illegible] Rockwell, 10th Infantry, who was killed at College Park, Md., on September 28, 1912, in a Wright B type airplane.

Rockwell Field is intimately associated with the early history of Army aviation, for most of the activities prior to the World War were centered in this locality. The history of this field is of absorbing interest and replete with outstanding flying achievements by Army pilots prior to the War as well as subsequent thereto.

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VISIT OF LATIN-AMERICAN CIVIL AVIATION OFFICIALS

In connection with the observance of Air Navigation Week, October 14-21,1935, various aviation activities in the United States will be visited by a delegation of civil aviation officials from Latin America.

The Air Navigation Week Committee, of which Brigadier-General Oscar Westover, Acting Chief of the Air Corps, is a member, has drawn up a tentative program for the visitors, which includes a visit to Mitchel Field on October 18th. On this date, following an inspection of the plant of the Sperry Instrument Co. in Brooklyn, N.Y., the visitors will be flown to Roosevelt Field in a Sikorsky amphibian, where they will be given a luncheon by Mayor La Guardia at the Advertisers Club. They will then visit the Aircraft Show and Exhibition at Roosevelt Field and the Army activities at Mitchel Field. The visitors will return to New York that evening for a dinner by the Radio Corporation of America and will then visit Radio City.

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VALUE OF AERIAL PHOTOGRAPHY DEMONSTRATED

Officers of the 41st Division Aviation, Washington National Guard, are going to learn exactly what will be expected of the Air Corps in case an overseas enemy invades the Pacific Northwest, as was figuratively the case in the recent Fourth Army command post exercise at Fort Lewis, Washington, where Major-General Paul B. Malone commanded the Fourth Army.

Lieut.-Colonel Alex Sabiston, of Spokane, Assistant Chief of Staff to General White, of Salem, Oregon, Commander of the 41st Division, was one of the few National Guard officers ordered to participate in the exercise.

Although an infantryman, Colonel Sabiston has a decided Air Corps complex, which prompted him to observe closely the Air Corps tactics in the exercise. It was through the use of aerial photography that Colonel Sabiston relates how he convinced some of the high command that tanks could not be used in a certain area.

"I knew the area was a logged-off area, and would not permit the use of tanks, but the tanks were sent to us," relates Colonel Sabiston. "It just so happened that I had an aerial photograph of the area in question, and when asked what we were doing with the tanks, I replied that they couldn't be used because of the stumps in the terrain. The photograph proved my contention without the slightest argument."

At officers' class in November, Colonel Sabiston will relate, with maps, the activities of the Air Corps in the exercise and how the Air Corps operated with the other arms of the service.

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ASSIGNMENT OF ADVANCED FLYING SCHOOL GRADUATES

Officers of the Regular Army, all second lieutenants, who graduated on October 12th from the Advanced Flying School at Kelly Field, San Antonio, Texas, were by Special Orders of the War Department assigned to Air Corps stations, as follows:

To Hamilton Field, San Rafael, Calif.:

Harvey T. Aldess, Cav.	John B. Cary, C.E.
Herbert M. Baker, Jr., Inf.	Jack E. Shuck, CAC
Byron E. Brugge, CAC.	Dale O. Smith, Inf.
Paul C. Ashworth, C.E.	

To Barksdale Field, Shreveport, La.

Frank C. Norvell, F.A.	Wm. H. Wise, Cav.

To Rockwell Field, Coronado, Calif.

George B. Dany, CAC.	Wm. M. Gross, F.A.
John deP. T. Hills, Inf.	Paul T. Hanley, Inf.
Arno H. Luehman, Inf.	Wilson H. Neal, F.A.
Lawson S. Moseley, Jr., CAC	John W. White, Inf.
Curtis D. Sluman, CAC.	Wm. S. Stone, F.A.
Albert T. Wilson, Jr., Inf.	Elvin F. Ligon, Jr. Inf.

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LIEUT.-COLONEL LEWIS H. BRERETON

Lieut.-Colonel Lewis H. Brereton, Air Corps, an officer with a distinguished war record, who is at present on duty as an Instructor at the Command and General Staff School at Fort Leavenworth, Kansas, was born at Pittsburgh, Pa., June 21, 1890. After attending St. John's College, Annapolis, Md., he remained in Maryland's capital for four years longer as a midshipman at the U.S. Naval Academy. Graduating in June, 1911, and being commissioned an Ensign, he resigned on July 5, 1911, and the following month, on the 17th, he accepted an appointment as a second lieutenant in the Coast Artillery Corps. On Sept. 3, 1912, he was detailed to the Aviation Section, Signal Corps, and pursued a course of flying training at the Signal Corps Aviation School at San Diego, Calif., qualifying as a Military Aviator, under the old law, on March 27, 1913. He was relieved from the Signal Corps, at his own request, on July 3, 1913.

Upon his promotion to 1st Lieutenant, July 1, 1916, Col. Brereton was transferred to the 2nd Field Artillery. He was then serving a tour of duty in the Philippines. He was re-detailed to the Aviation Section, Signal Corps, while serving in the Islands and assigned to duty with the 2nd Aero Squadron.

Returning from the Philippines in March, 1917, he was assigned to duty in Washington in the Office of the Chief Signal Officer. For a brief period he was on temporary duty at the Signal Corps Aviation School at Mineola, L.I., New York, undergoing a course of flying training to enable him to qualify as a Junior Military Aviator. He received this rating on June 27, 1917.

In October, 1917, Col. Brereton was relieved from duty in Washington and ordered overseas, serving in Paris, France, with Headquarters, Air Service, Lines of Communication, in the Personnel and Supply Departments. Later he was assigned to the Third Aviation Instruction Center for additional flying training.

Placed in command on March 1, 1918, of the 12th Aero Squadron, one of the first American flying units on the front, he rapidly completed its organization while carrying out extensive operations in both the Toul and Luneville Sectors, during which time he made daily flights over the enemy lines. Ordered to the Marne, he moved his entire unit across France in 48 hours, and took part in the attack at Vaux on July 1st, flying without protection over the battlefield for over two hours in the face of extreme hostile air activity. By his conspicuous personal bravery during the most hazardous missions, he set an example which proved a splendid inspiration to all who served under his command. Assigned as Chief of Air Service, First Army Corps, in the midst of active operations, Col. Brereton, by his energy, foresight and untiring devotion to duty, rapidly developed an office and unit which attained great success during the second battle of the Marne. Notwithstanding executive duties, he continued to seize every opportunity to perform the most hazardous missions over the enemy lines, and thus maintained the morale of his command during a most trying and critical period.

Taking command of the Corps Observation Wing immediately preceding the St. Mihiel operations, he gave untiringly and with undiminished enthusiasm his knowledge, experience and organizing ability to the development of Corps Air Service organizations throughout the First American Army. On October 26th, he became Operations Officer on the staff of the Chief of Air Service, and continued in this capacity until the cessation of hostilities, when he was appointed Chief of Staff, Headquarters, Air Service, Third Army.

For his conspicuous overseas service, Col. Brereton was awarded the Distinguished Service Cross, also the Croix de Guerre with two palms by the French French Government, which further rewarded him by making him an Officer of the Legion of Honor. Other honors conferred upon him were: Commander, 1st Class, Order of Danillo, and Chevalier, Order of Albert of Belgium.

The citation accompanying the award of the Distinguished Service Cross was as follows:

"For extraordinary heroism in action over Thiaucourt, France.

Major Brereton, together with an observer, voluntarily, and pursuant to a request for special mission, left his airdrome, crossed the enemy lines over Lironville, and proceeded to Thiaucourt. In spite of poor visibility, which forced them to fly at a very low altitude and in spite of intense and accurate anti-aircraft fire they maintained their flight along their course and obtained valuable information. Over Thiaucourt they were suddenly attacked by four enemy monoplane Fokkers. Maneuvering his machine so that his observer could obtain a good field of fire, he entered into combat. His observer's guns becoming jammed, he withdrew until the jam was cleared, when he returned to the combat. His observer then becoming wounded, he cooly made a landing within friendly lines although followed down by the enemy to within twenty-five meters of the ground. By this act he made himself an inspiration and example to all the members of his command."

Upon his return to the United States in February, 1919, Col. Brereton was on duty in the Office of the Director of Air Service, Washington, as Chief of the Operations Division, Training and Operations Group, until December, 1919, when he returned to France for duty as Air Attache at the American Embassy in Paris. In August, 1922, he was assigned to duty at Kelly Field, Texas, where he served as Commanding Officer of the 10th School Group; Assistant Commandant of the Advanced Flying School; Director of Attack Training and as President of the Board on Attack Aviation. On Sept. 16, 1924, he entered upon his duties as instructor at the Air Corps Tactical School at Langley Field, Va. In June of the following year he became commanding officer of the 2nd Bombardment Group at Langley Field, and he continued on this duty until his assignment in August, 1927, as a student at the Command and General Staff School at Fort Leavenworth, Kansas. His graduation from this school in June, 1928, was followed by his assignment to duty as commanding officer of the 88th Observation Squadron at Post Field, Fort Sill, Okla.

Ordered to duty in Panama in August, 1931, Col. Brereton's duties in the Canal Zone were those of Commanding officer of France Field and the 6th Composite Group, Commanding Officer of the Panama Air Depot and Acting Air Officer of the Panama Canal Department. On July 1, 1935, he entered upon his present duty as an instructor at the Command and General Staff School at Fort Leavenworth.

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COLONEL JACOB E. FICKEL, AIR CORPS

Colonel Jacob E. Fickel, Air Corps, who now holds the responsible position of Commandant of the Advanced Flying School at Kelly Field, Texas, became interested in aviation early in his career in the Army when in 1910, as a second lieutenant of Infantry, he made flights with the noted pioneer aviators Glenn Curtiss and Charles Willard for the purpose of conducting experiments in firing guns from airplanes. These experiments were the first to be conducted in aviation history, and he was known as the first aerial gunner.

Colonel Fickel was born on January 31, 1883, at Fort Des Moines, Iowa. He was educated in the public schools of Des Moines and Des Moines College. After serving as a cadet in the U.S. Revenue Cutter Service for two years, he enlisted in the Army, serving with Company K, 27th Infantry, as private, corporal, sergeant and first sergeant from March 10, 1904, to February 28, 1907.

Passing the competitive examination for a commission, he was appointed a second lieutenant on February 11, 1907, and was assigned to the 29th Infantry. He was promoted to 1st Lieutenant, June 1, 1911, and remained with the 29th regiment until his promotion to Captain, July 1, 1916, when he was assigned to the 31st Infantry.

Appointed a Major in the Aviation Section, Signal Corps, November 29, 1917, he was on duty in the Office of the Chief Signal Officer in Washington until December 3rd of that year, when he was ordered to Rockwell Field, San Diego, Calif., for flying instruction. He was promoted to Lieut.-Colonel, August 24, 1918. Upon the completion of his flying training, he received the rating of Junior Military Aviator, August 31, 1918.

From October 22, 1918, to January 28, 1919, Colonel Fickel was on duty as Commanding Officer of Carruthers Field, Fort Worth, Texas. He was then assigned to duty in the Office of the Director of Military Aeronautics, Washington, serving as Assistant Chief of the Finance Division and later as Chief thereof. He was also a member of the Claims Board and the Advisory Board.

Relieved from the Finance Division on September 10, 1920, he remained on duty with the Advisory Board until March 11, 1921, when he was ordered to Portland, Oregon, for duty as Comptroller of the Spruce Production Corporation. In June, 1922, he returned to Washington for duty as Chief of the Supply Division, which position he occupied until April 26, 1924.

After several months of temporary duty at Bolling Field, during the course of which he served as Commanding Officer, he entered upon his duties as student at the Air Corps Tactical School at Langley Field, Va., in October, and when he graduated in June, 1925, he remained at Langley Field in temporary command thereof until August, when he was transferred for duty as student at the Command and General Staff School, Fort Leavenworth, Kansas, emerging therefrom as an honor graduate on June 18, 1926. Returning to Washington, he was on temporary duty in the Office of the Chief of the Air Corps until October, 1926, when he was assigned to the Materiel Division, Wright Field, Dayton, Ohio, as Executive Officer, a position he occupied for the next four years except for a period of four months, April to July, 1930, when he pursued the Special Observers' Course at the Advanced Flying School, Kelly Field. He was promoted to Lieut.-Colonel on May 14, 1930.

Completing the one-year course at the Army War College in June, 1931, Colonel Fickel was again assigned to duty in Washington, this time as Chief of the Buildings and Grounds Division, Office of the Chief of the Air Corps. At various times during his four-year tenure of this position, he was also on temporary duty as Executive Officer. On March 2, 1935, he was transferred to Kelly Field, Texas, for duty as Commandant of the Advanced

Flying School, with the rank of Colonel.

He was navigator on the non-stop flight, made on February 20, 1930, from Miami, Fla., to France Field, Panama Canal Zone, a distance of 1140 miles, which was accomplished in a flying time of 11 hours and 20 minutes. The pilots were Captains Albert F. Hegenberger and Ennis C. Whitehead. This was the first time such a flight had been made in a multi-motored airplane, and only once before had it been accomplished in any type of plane.

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ACTIVITIES OF NEW JERSEY N.G. AIR CORPS

The 119th Observation Squadron, New Jersey National Guard Air Corps, finished the 1934-1935 Armory and Field Training period without accident of any nature to either personnel or equipment. Safety has been a by-word throughout the year, although more missions of all classes have been flown and additional pilot and observer personnel have been used.

Prior to a most successful and efficient field training period from a squadron standpoint, the officer personnel were given a series of war problem lectures by Captain William J. McKiernan, the Regular Army instructor. Information acquired during this course was particularly helpful to pilots and observers who have not completed the thirty series extension courses during the maneuvers.

The following pilots were commissioned as second lieutenants in the Squadron:

Horace H. Manchester - graduated from the Air Corps Training Center October 1, 1932. Served two years on active duty at Albrook Field and at Mitchel Field.

Anthony J. Ming - Transport pilot, graduate of Boeing School course in instrument flying.

Raymond W. Tucker - Transport pilot, graduate of Boeing School course in instrument flying.

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TACTICAL INSPECTION OF 12TH OBS. GROUP

Friday, September 13th, brought to an end the annual Tactical Inspection of the 12th Observation Group, Brooks Field, San Antonio, Texas, culminating in a field problem worked out in cooperation with the Second Division at Fort Sam Houston.

During the period of this inspection, all equipment and personnel were thoroughly covered by Colonel Johnson and his staff. Also, a complete check was made of all paper work. This work included inspection and operation, both indoors and in the field.

Of primary importance was the field problem, during which the 2nd Division acted as both enemy and friendly troops. Covering a Corps front, the activity consisted of an advance to a strongly defended line, an engagement, a position by the invading army and a counter-attack by defending troops. During these maneuvers, the 12th Observation Group was in constant operation in cooperation with the defending forces, performing missions of reconnaissance, photography and air-ground liaison over the zone of action.

On the whole, the results were satisfactory as to condition of equipment, training of personnel and functioning of the unit in action during engagement.

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CADET HARDING WINS PRIZES AS RIFLEMAN

Flying Cadet William W. Harding, stationed at Selfridge Field, Mt. Clemens, Mich., attended the National Rifle Matches recently held at Camp Perry, Ohio. He competed in the small bore and thirty caliber matches and won several cash prizes and two medals. There were about three thousand individuals competing in the matches this year, and the competition was very keen, especially in the "Members Match" and the "Marine Corps Match" in which Cadet Harding competed. He states that, due to the large number of entrants, some of the matches had to be fired in the rain and some in semi darkness. Cadet Harding competed in the rifle matches of the 1932 Olympic Games and made some very high scores at that time.

Having just completed his year of active duty under his cadet status with an Air Corps tactical unit, Cadet Harding has been recommended for a commission as second lieutenant in the Air Reserve and for a tour of extended active duty with an Air Corps tactical unit under his status as a Reserve officer. He graduated from the Advanced Flying School, Kelly Field, Texas, in October, 1934, being appointed a Flying Cadet shortly following his graduation from Stanford University.

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ASSIGNMENT OF A.C.A.F.S. GRADUATES

(Continued from Page 10)

To Selfridge Field, Mt. Clemens, Mich:
- John G. Benner, Inf.

To Mitchel Field, L.I., New York:
- John M. Hutchison, Cav.
- Jack J. Neely, Inf.

To March Field, Calif.:
- Karl W. Bauer, Inf.
- Hudson H. Upham, Inf.

To the Philippine Department:
- William M. Canterbury, C.A.C.
- Richard A. Legg, Inf.
- Raymond J. Reeves, Cav.

To Barksdale Field, La.
- 1st Lieut. Walter C. Sweeney, Jr. Infantry

ACTIVE DUTY TRAINING BY RESERVE OBSERVATION SQUADRONS
By the Mitchel Field Correspondent

Although thirty Air Corps Reserve officers of the 369th and 861st Observation Squadrons faced the gloomy prospect of having but one primary training plane to fly at the outset of annual active duty training at Mitchel Field this year, events took a happier turn than anyone had anticipated, with the result that both groups got as much or more time in service type ships than they have had in years when the present acute shortage of flying equipment did not exist. The 369th, commanded by Major John M. Hayward, averaged approximately eighteen pilot hours per officer, the 861st about fifteen hours, exceptionally bad weather during the first week of the latter organization's tour accounting for the difference.

When the 369th was called to active duty on August 18th, maneuvers at Pine Camp, New York, were in full swing, and the 97th Observation Squadron, which normally supplies planes for reserve training at Mitchel Field, was busily engaged in the up-state war games. Consequently, it appeared improbable that airplanes would be available for this camp. However, the Second Corps Area Air Reserve Association, by making direct representation to the Office of the Chief of the Air Corps, was rewarded by having six service type airplanes assigned for the period of the camp. As a result, what had threatened to be a famine became a feast of flying time for Major Hayward's Squadron, with one airplane for every two flying officers and perfect weather prevailing throughout the entire active duty period. A gratifying number of missions were carried out in radio navigation reconnaissance, photography, cross-country, etc., and several evenings were devoted to night flying both in the vicinity of Mitchel Field and on observation trips over New York and various parts of Long Island.

The 861st Squadron, which reported for duty on September 1st, was not so lucky as its predecessor either in the number of planes at its disposal or in breaks given it by the weather man. The 97th, back home after the Pine Camp maneuvers, was able to supply only four service type planes to Major Durbin's squadron. However, this organization did make a point of seeing that the Reserve unit's planes were constantly in commission, so that by dividing his command into "A" and "B" flights and flying both mornings and afternoons, Major Durbin managed to provide one airplane for each two pilots of his command, the officers alternating in front and rear cockpits on practically every mission performed.

Except for less than an hour of refresher and check flights on September 3rd, there was no flying at all during the first week of this encampment until the 7th, thanks to a long siege of fog, rain and poor visibility resulting from the Florida's hurricane aftermath. Despite this handicap and the fact that the 861st had more officers than the 369th, nearly as many missions were performed, and the group had four nights of flying - a phase of aviation training in which the Second Corps Area Reserves have been given little opportunity to become proficient.

While on this subject, special tribute should be paid to Captain George S.Stead, of Norwich, New York, for the manner in which he nursed a crippled ship back to its home port after a connecting rod and other parts of the motor let go thirty miles from Mitchel Field on a night reconnaissance mission. Instead of taking to his parachute, as the circumstances easily might have warranted, he decided to stick by his plane and endeavor to reach Mitchel Field, inasmuch as the motor still was delivering partial, if somewhat rough and noisy power. Colonel Walter H. Frank, commanding officer of the post, was on hand when Stead arrived and paid ready tribute to his coolness and skill in saving a sorely needed airplane after he had inspected the ruptured and oil-smeared crankcase of the ship. Captain Akre and Major Durbin also were loud in their praise of the manner in which Captain Stead dealt with the emergency.

Both camps engaged in intensive ground training. Lectures were given by Mr. Stark (of blind-flying fame) and other technical personnel gave lectures and demonstrations on Avigation, Meteorology, radio-communications and Chemical Warfare. Moving pictures on chemical warfare were shown. Gas mask drill and actual exposure to tear gas while wearing masks constituted an interesting and instructive phase of the ground training. The work on the ground target range consisted of firing the full preliminary and record courses with the 45 calibre automatic and the firing of flexible machine guns. Flexible camera guns were used in lieu of actual machine gunnery on towed targets, and this was considered quite satisfactory.

Inspection tours were made to the Seversky and Grumman airplane factories at Farmingdale.

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On October 2nd, Captain Albert F. Hegenberger, Air Corps, was assigned to duty as Squadron Commander of the 30th Bombardment Squadron at Rockwell Field, Coronado, Calif., with the temporary rank of Major.

V-6876, A.C.

BROTHERS IN ARMS

"Two brothers on a post is perhaps not so rare," says the News Letter Correspondent from Hamilton Field, Calif., and he then adds: "Three brothers on the same post is perhaps a little harder to find. But when we say that we have three brothers in the same squadron on the same post, we believe that we have achieved the ultimate in kinship for service circles.

Presenting Clarence W., Robert L. and Roger N. Allen, three boys plying the same trade in their profession and rapidly making good, too. All three boys are airplane mechanics in the 31st Bombardment Squadron stationed at Hamilton Field.

Now, what station can tie us or 'push us off the map?"

Well, according to information just received from the News Letter Correspondent from Charute Field, Rantoul, Ill., it seems that Hamilton Field is due for a considerable amount of shoving.

The Chanute Field Correspondent submitted the following:

"It was noted in the September 15, 1935, issue of the Air Corps News Letter, under an article headed 'Brothers Galore in Air Corps Organizations,' that although the Station Complement, Brooks Field, Texas, appears to hold the record for the number of brothers serving in one organization, Luke Field, T.H., holds the record for the greatest number of brothers serving at one station. It is believed that the following information will establish a record both for organization and station.

There are seventeen sets of brothers now in the Service at Chanute Field, Rantoul, Ill., assigned to organizations as follows:

8 sets - 98th Service Squadron, A.C.
4 sets - A.C.T.S. Detachment, Air Corps
5 sets - distributed among the other organizations.

Of the eight sets of brothers now serving in the 98th Squadron, two sets consist of three brothers each. In addition to this, all eight sets of brothers in that organization are from the State of Illinois. It is believed that this is a record, not only for Air Corps organizations, but for the entire Army as well.

Following is a list of the brothers now serving at Chanute Field, listed by organizations to which assigned:

98th Service Squadron, A.C.

Rasmussen, Evan N.; Louis C.; and Wayne A.
Kavanaugh, James; William R. and Vincent A.
Huntsman, George L. and Henry D.
Pettibon, Ray D. and Dale E.
Simer, Harold E. and Roscoe L.
Webster, Ralph and William
Domonousky, George T. and Frank M.
Butler, John I. and Walter.

Air Corps Technical School Detachment

Blalock, Walter S. and Paul.
Berry, Clifford T. and William S.
Short, Charles B. and William E.
Johnson, Arthur E. and Ellis A.

Other Organizations

Davis, Harold F., 98th Service Sqdn.
Davis, John A., A.C.T.S. Detachment.
Spees, Herbert C., 98th Service Sqdn.
Spees, Allen R., Det. Q.M. Corps.
Williams, Howard H., 48th Pursuit Sqdn.
Williams, Ray D., A.C.T.S. Detachment.
Silver, Milton D., Det. Q.M. Corps.
Silver, Jack O., 48th Pursuit Squadron
Richardson, William A., 98th Service Sq.
Richardson, Arthur L., A.C.T.S. Detachment

The Air Corps Technical School Detachment also has a father and son serving therein, Staff Sergeant Peter T. Madsen and his son, Private Harold Madsen."

If any Army post can eclipse Chanute Field's record, the News Letter would be glad to hear about it.

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STUDENT FLYERS VISIT FORT SILL

Post Field, Fort Sill, Okla., was host to three student flights from the Advanced Flying School, Kelly Field, Texas, during the latter part of September.

The first flight, consisting of 17 Attack planes, arrived on Sept. 22nd, commanded by Captain J.C. Jamison, and departed the following day for Fort Bliss, Texas.

The second flight, consisting of 13 Bombers, commanded by Captain Selzer; 9 Pursuit planes, commanded by Captain Engler, and 16 Observation planes, commanded by Captain McHenry, arrived September 28th, and departed the following day for various destinations. The personnel of this flight totalled 73, but Post Field stretched its housing and messing accommodations and handled the situation in a satisfactory manner.

The third flight, commanded by Captain Smith, and accompanied by Major Knapp, consisted of 12 Pursuit planes, arrived on September 30th and cleared the following day for Fort Bliss.

Post Field recently entertained another visitor. A large and ferocious opossum invaded the hangar and attempted to stow away in one of our speedy O-19's. When persuaded that he was under age for an airplane flight he agreed to become the "Flight Mascot" until he could qualify.

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Effective October 2, 1935, Major Hume Peabody, Air Corps, was assigned to duty as Executive and Operations Officer of the 18th Composite Wing, Fort Shafter, T.H., with the temporary rank of Lieut.-Colonel during the period of this assignment. Major Peabody graduated last June from the Army War College, Washington, D.C.

CONGRESSMEN VISIT MARCH FIELD

Defenses of Southern California may soon be strengthened if the stated desires of the sub-committee on War Department expenditures of the House of Representatives Appropriations Committee are enacted into law.

This sub-committee, one of the most important as far as the Army is concerned, visited March Field on September 13th to determine the future appropriations necessary for the development of this strategically located outpost.

Comprising this legislative group were Messrs. Tilman B. Parks, of Arkansas, Chairman; Thomas L. Blanton, of Texas; Thomas S. McMillan, of South Carolina; John F. Dockweiler, of California, and J.C. Pugh, Secretary to the Committee.

Stating that the Committee came to the West Coast to answer to the call of duty to help complete coast defenses, Chairman Parks added: "We want to end war and we intend to prepare for war so that we will never have to fire a hostile shot again."

Welcomed to March Field, Riverside, Calif., with a 17-gun salute, the Congressmen were tendered a 30-plane review of the 17th Attack Group. They witnessed the flying demonstration from the reviewing balcony of post headquarters. Later they were addressed on the defense needs of the Pacific Coast by Brigadier-General Henry H. Arnold, Commanding the First Wing of the General Headquarters Air Force, at the Wing Headquarters building.

Touching on the air base facilities on the West Coast and on the enormity of the defense task facing the First Wing, General Arnold stressed the need of more airplanes of all types on the Pacific Coast.

At the conclusion of General Arnold's lecture, Chairman Parks declared that the needs of the Pacific Coast demand priority in upbuilding America's defenses and added: "We are gratified at the high efficiency of Air Corps personnel, just as we are most deeply concerned over the slow and obsolete plane situation."

A Hollywood Congressman, Representative John Costello, was present with the group as an observer from the House Military Affairs Committee.

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On October 2nd, the following-named officers were assigned to duty in the Hawaiian Department with the temporary rank of Captain:

1st Lieuts: Walter A. Fenander, Supply Officer, 75th Service Sqd.; duty as Flight Commanders - Joseph J. Ladd, 23d Bomb.; Emery S.Wetzel, 50th Obs.; Donald D. Arnold and James E.Briggs, 19th Pursuit Sqdns.; duty as Intelligence and Operations Officer, 23rd Bomb. Squadron, Maurice C. Bisson; duty as Engineer and Armament Officer, 18th Pursuit Group, Kingston E. Tibbetts.

EMERGENCY LANDING TRAINING

During the past year there was developed by Colonel Junius W. Jones, Air Corps, and put into training use at Chanute Field, Rantoul, Ill., a system of emergency landing equipment to be used in aiding a pilot to make a successful landing at night when all airplane and ground electric lighting has failed, or under other conditions when it is impossible to see the ground from the air in landing.

The system consists, briefly, of two rows of kerosene torches on the ground, approximately one-quarter of a mile long and one hundred yards apart, resulting in a lighted lane in the direction of the wind, one hundred yards wide and a quarter of a mile long.

The torches or flares themselves are made of one and one-half inch wicks inserted into the closed top of cylindrical cans of capacity of about one gallon, which permits several hours' operation with one filling. The flares are placed fifty yards from each other in each line. To provide for certainty as to the direction of the wind, there is placed on the ground to one side of the lighted lane a Tee pointing into the wind, made up of five of the kerosene flares placed a few yards apart.

The principle of this method of providing a lighted runway is dual in that it shows the pilot in darkness, extreme haze or reasonable fog, where to land, and as he approaches the improvised runway in the indicated direction, the longitudinal relation of the lights give him a range depth perception as he feels for the ground until, when he is about to land, the lights are practically foreshortened into a line with his eye. In addition, the ground flares themselves provide, at night, a certain amount of localized light to aid in depth perception.

During the past year, all pilots on duty at Chanute Field have made two landings each with use of this equipment, no field lights or airplane lights other than running lights being used, and without exception they found the system practical in every way.

The torches can be placed in a relatively few minutes, by use of a crew of two trucks, with a driver and ground man to each, proceeding from the designated starting point, one hundred yards apart, in parallel, and setting the flares at fifty-yard intervals.

Standing operations orders at Chanute Field include provisions for setting out the emergency lighted runway quickly when needed, and it is contemplated that each pilot will make two practice landings annually with this system.

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NEW FLYING CLASS AT RANDOLPH FIELD

The new class at the Air Corps Primary Flying School at Randolph Field, near San Antonio, Texas, which entered upon an intensive one-year flying course on October 10th, numbers 146 students, comprising 53 officers of the Regular Army, 9 Air Corps enlisted men one enlisted man from the Coast Artillery Corps, and 83 candidates from civil life.

Three of the student officers are members of the Air Corps, each of whom hold the flying ratings of "Balloon Observer," "Airship Pilot" and "Airplane Observer." The remaining 50 student officers are, except one, all 2nd Lts, 47 being graduates of the June, 1935, class of the United States Military Academy, and three graduates of previous years. The ten enlisted men and 83 civilians will train under the status of Flying Cadets.

The eight months' course at Randolph Field is divided into the Primary and Basic stages, each of four months' duration. During the first four-month period the students fly the primary training plane, following which they are taught to handle the more delicate controls of the Basic Training plane, which serves as the medium of transition to the regular service type airplanes which the students fly during the last four months of their flying course at the Advanced Flying School at Kelly Field, Texas.

Those student officers who successfully complete the year's course at the Air Corps Training Center are given the rating of "Airplane Pilot". The Air Corps student officers thus add another flying rating to the three they already hold. The other student officers, holding commissions in various branches of the Army, are transferred to the Air Corps. Flying Cadets who make the grade are likewise rated "Airplane Pilots" and they are then assigned to active duty for the period of one year with Air Corps tactical squadrons under their cadet status. At the end of this second year, provided the proficiency they will have attained as military pilots warrants it, they are commissioned second lieutenants in the Air Reserve. If funds are then available, they are given another year of active duty with Air Corps tactical squadrons, this time under their status as Reserve officers.

Among the States represented in the new class, California, as is almost usually the case, leads the field with 14 students, the States of Texas and Minnesota following with 9 and 8, respectively. Among the cities represented, Los Angeles, following her customary practice, has again taken the lead with five local boys, followed by the cities of San Francisco and Detroit with 3 each.

The list of students follows:

AIR CORPS OFFICERS

Major William O. Butler
Captain James F. Powell
Captain R. R. Selway

MEMBERS OF 1935 WEST POINT CLASS

Kenneth P. Berquist, C.E.	Crookston, Minn.
Walter J. Bryde, F.A.	Newburgh, N. Y.
Willis F. Chapman, Sig.Corps	Jackson, Miss.
Edgar A. Clark, F.A.	Kansas City, Mo.
Noel M. Cox, Inf.	Canton, Miss.
Kenneth I. Curtis, C.A.	Milwaukee, Wis.
Charles J. Daly, Inf.	Pacific Grove, Calif.
Leighton I. Davis, C.E.	Lyndhurst, N. J.
George S. Eckhardt, F.A.	Viroqua, Wis.
Richard E. Ellsworth, Cav.	Erie, Pa.
Arthur A. Fickel, F.A.	Fort Sam Houston, Tex.
Wilhelm C.Freudenthal, Cav.	Worcester, Mass.
Thomas J. Gent, Jr., Inf.	Crestwood, N.Y.
Elmer J. Gibson, F.A.	Shenandoah, Pa.
Pelham D. Glassford, Jr. Cav.	Washington, D. C.
Jack W. Hickman, C.E.	McCook, Neb.
Richard C. Hopkins, Inf.	Topeka, Kans.
Sanford W. Horstman, F.A.	St. John, Kans.
John N. Howell, C.A.C.	Margate City, N.J.
Downs E. Ingram, F.A.	McElhattan, Pa.
Carl T. Isham, Inf.	Redlands, Calif.
George M. Jones, Inf.	Memphis, Tenn.
Samuel B. Knowles, Jr., Inf.	Beechhurst, N.Y.
Ralph O. Lashley, Inf.	Richmond, Ind.
Albert A. Matyas, Cav.	Brooklyn, N.Y.
Samuel C. Mitchell, Inf.	Westerleigh, N.Y.
Orin H. Moore, Inf.	Winchester, Tenn.
Thomas C. Musgrave, Jr.	Atlanta, Ga.
George E. O'Connor, Inf.	Yonkers, N.Y.
David G. Prestnell, F.A.	Atlanta, Ga.
Jack Roberts, Inf.	New York, N.Y.
Joseph G. Russell, Inf.	Fort Worth, Texas
Maurice M. Simons, Inf.	Ft. Leavenworth, Kans.
Lamont Saxton, Inf.	Lynchburg, Va.
Albert J. Shower, C.E.	Madison, Wis.
George R. Smith, Jr., C.E.	Coronado Beach, Fla.
Robert M. Stillman, F.A.	Pueblo, Colo.
Raymond W. Sumi, F.A.	Nashwauk, Minn
Glenn C. Thompson, Inf.	Roanoke Rapids, N.C.
James W. Totten, C.A.	Fort Omaha, Neb.
Aaron W. Tyer, Inf.	Natchez, Miss.
David C. Wallace, F.A.	Richmond, Va.
James H. Walsh, F.A.	Carbondale, Pa.
Thomas Wildes, Cav.	Brooklyn, N.Y.
James V. Wilson, F.A.	Elwood City, Pa.
John Williamson, Inf.	Brooklyn, N.Y.
Penrook H. Wolleston	West Point, N.Y.

OTHER WEST POINT GRADUATES

Paul E. Ruestow, C.E.	Lynbrook, N.Y.
Ross T. Sampson, Inf.	Ogden, Utah
Herbert B. Thatcher, Inf.	East Orange, N.J.

Of the three above-named officers, Lieut. Ruestow holds the rank of 1st Lieutenant.

FLYING CADETS - CIVILIANS

Ark.	Henry Gordon Barrett	Little Rock
	Pat Huddleston	Paragould
Calif.	Tony Olivera	Chino
	Gary Wilson	Long Beach
	Michael J. Coffield	Los Angeles
	George H. Biggs	Los Angeles
	Robert C. Orth	Los Angeles
	Charles Allen Simmons	Los Angeles
	Herbert Wangeman	Moorpark
	Edward Bellamy McMillan	San Francisco
	Jillson M. Peattie	San Francisco
	Donald Lawrence Russ	San Francisco
Colo.	Ben Ivan Funk	Denver
	George B. Smith	Denver
	William P. Curtis	Gardner
Ga.	Virgil Homer Kendall, Jr.	College Park
	Marion N. Pharr	Gainesville
	Joseph Parson Manley	Griffin
	Tom Grambling Perkinson	Mariette
	William Guerin Gordon	Savannah
Idaho	Robert Theodore Felton	Lewiston
	Fred L. B. Miller	Moscow
Ill.	Patrick William McIntyre	Chicago

Ind.	Paul C. Schauer	Fort Wayne
	Thornton Kise Myers	Lafayette
Iowa	Billy W. Kent	Braddyville
	Alban B. Ogden	Des Moines
Md.	Edward T. Klerlein, Jr.	Baltimore
Mass.	Dana Willard Walker	Attleboro
	George Richard Anderson	Worcester
Mich.	Raymond H. Gardner, Jr.	Albian
	John P. Hackett	Detroit
	Oliver DeMond Loomis	Detroit
	George Frederick Ranney	Greenville
Minn.	Carl Theodore Renne	Bagley
	Jean Koke Lambert	Eveleth
	Park R. Learned, Jr.	Minneapolis
	Peter M. Riede	Minneapolis
	Jack L. Schoch, Jr.	New Ulm
	Ray J. Dervey	St. Paul
	Howard W. Gray	St. Paul
Miss.	Baxter Orr Simpson	Byhalia
Mo.	James W. Anderson, Jr.	Kansas City
	Harold W. Ohlke	Kansas City
Neb.	Ira Mumm	Plattsmouth
	Guilford R. Montgomery	Signey
N.J.	Vincent Romano	Bayonne
	Gordon Chalmers	East Orange
	Arthur W. Schmitt, Jr.	Madison
	Charles Ulmer Hale	Newark
N.M.	Murray F. Clark	Clovis
N.Y.	Edwin Ferrow Smith	Bath
	Alexander T. Kardos	New York City
N.D.	Thomas George Worley	Jamestown
Ohio	Bailey Irving Ozer	Cleveland
	Paul F. Roth	Cleveland
	Frederick Walter Hower	Yellow Springs
Okla.	William J. Kennedy	Oklahoma City
	James Howett McBride	Stigler
Ore.	Frederick Greenville Huish	Portland
	Milton E. Thompson	Portland
Penna.	Arthur Rustan Anderson	Crafton
	Charles Joseph Howe	Clairton
	Harry Philip Leber, Jr.	Philadelphia
	Edward Morgan Owen	Uniontown
S.C.	James William Smoak	Yonges Island
S.D.	Julius Herbert Werle	Parker
Tenn.	John R. Kilgore	Nashville
Texas	Robert Allan Bell	Adrian
	Bruce Hampton Beesley	Bartlett
	Ray Herbert Puckett	Big Lake
	Churchill L. Scott, Jr.	Brownwood
	Boyce F. Heil	San Antonio
	John Joseph Toudouze	San Antonio
	Cecil H. Childre	Westaco
Utah	Charles Hampten Price	Salt Lake City
Vt.	James Carpenter Averill	Brattleboro
Wash.	Melvin Lee	Ellensburg
	Willard Gordon Rublin	Ellensburg
	Loring F. Stetson, Jr.	Lilliwaup
	Kenneth G. Woodford	Seattle
	Leonard M. Rohrbough	Tacoma
Wyo.	Arthur Mills Hutchinson	Cheyenne

AIR CORPS ENLISTED MEN - PRIVATES

Calif. Edward N. Geddes, Los Angeles
Station Complement, Rockwell Field, Cal.

Jack F. Todd, Visalia
47th School Sqdn. Randolph Field, Texas

Ark. Aaron J. Foster, Patmos
39th Obs. Squadron, Kelly Field, Texas

Md. James Osbourn Gray, Hyattsville
59th Service Sqdn. Langley Field, Va.

Mich. John Mark Ferris, Detroit
56th Service Sqdn. Selfridge Field, Mich.

Mo. Myers R. Eggert, Kirksville
71st Service Sqdn. Barksdale Field, La.

N.J. Charles K. Nelson, Jr., Hammonton
Boston Airport, E. Boston, Mass.

Ohio William M. Prather, Wilmington
90th Attack Sqdn., Barksdale Field, La.

Calif. Alexander P. Couch, El Centro
Rockwell Field, Calif.

COAST ARTILLERY CORPS

Calif. Bourne Adkison, Compton
6th C.A., Fort Winfield Scott, Calif.

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88TH OBSERVATION SQDN. MOVES TO HAMILTON FIELD

Thursday, September 26, 1935, witnessed the completion of the transfer of the 88th Observation Squadron, Air Corps (Long Range Amphibian) from Brooks Field, San Antonio, Texas, to its new station at Hamilton Field, San Rafael, Calif. A flight of six planes, led by Captain Robert H. Kelly, departed from Brooks Field on the above-named date via El Paso, Tucson and March Field.

The 88th Observation Squadron, under the command of Major C. E. Giffin, is a part of the 1st Wing, General Headquarters Air Force, at March Field, Calif., under the command of Brigadier General Henry H. Arnold. This Squadron, upon its arrival at Hamilton Field, was equipped with long range amphibian planes required in distance reconnaissance work, much of which will be performed on water.

The transfer of equipment and personnel was effected by truck and automobile. The move completes the reorganization of the Air Corps and solidifies the various wings of the new G.H.Q. Air Force.

The following-named officers transferred with the 88th Observation Squadron to Hamilton Field: Major C.E. Giffin, Captains Raymond Morrison, Richard I. Dugan, R.H. Kelly, Lieutenants, Air Reserve, Albert L. Palmer, William W. Pannia, Arthur J. Pierce and George E. Pierce.

Flying Cadets transferred to Hamilton Field were Arthur V. Jones, Jr., Frank N.Nightingale, William Q.Q. Rankin, Jess A. Smith, Lloyd A. Walker, Jr.

The enlisted men making the journey to their new station numbered 53, comprising 2 Master Sergeants; 2 Technical Sergeants; one First Sergeant; 8 Staff Sergeants; 2 Sergeants, AM, 1st Class; 1 Sergeant, A.M., 2nd Class; 4 Sergeants; 1 Corporal, A.M., 1st Class; 2 Corporals, A.M., 2nd Class; 4 Corporals; 9 Privates, 1st Class; 2 Privates, A.M., 2nd Class, and 15 Privates.

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WAR DEPARTMENT ORDERS

Changes of Station: To Office Chief of the Air Corps, Washington: Lieut.-Colonel Harvey S. Burwell from duty with GHQ Air Force, Langley Field, Va., to duty as GHQ Air Force Personnel Liaison Officer.

To Rockwell Field, Calif.: Captain Thomas W. Steed, 3rd Pursuit Squadron. Relieved from temporary rank upon departure from the Philippines.

To Hamilton Field, Calif.: 1st Lieut. Leslie O. Peterson, upon completion of tour of duty in Philippines.

To Maxwell Field, Ala.: Captain John W. Monahan from duty as Assistant Military Attache for Air, London, Eng.

To London, Eng.: Lieut.-Colonel Martin F. Scanlon from duty with Station Complement, Bolling Field, D.C., to duty as Assistant Military Attache for Air, American Embassy.

To Hensley Field, Dallas, Texas: 1st Lt. Russell H. Griffith, from Hawaiian Dept., for duty with Organized Reserves. Previous orders in his case revoked.

To Chanute Field, Ill.: Captain Ransford W. Pennington, Panama Canal Dept. Previous orders revoked.

RETIREMENT: Colonel Ira Longanecker, Nov. 30, 1935, upon his own application after more than 33 years' service.

The duty assignments of the following-named Air Corps officers, holding temporary increased rank, were changed, these officers, however, still retaining their temporary rank:

Major Lionel H. Dunlap from duty with 66th Service Squadron to Commanding Officer, 28th Bombardment Squadron, Nichols Field, P.I.

Major Westside T. Larson from duty with 32d Bombardment Squadron, Rockwell Field, Calif., to duty as Intelligence and Operations Officer, 19th Bombardment Group, Rockwell Field.

Major James L. Grisham, from duty with 30th Bombardment Squadron, Rockwell Field, to duty as Commanding Officer, 32nd Bombardment Squadron, Rockwell Field.

Captain Harvey F. Dyer from assignment with 26th Attack Squadron, Wheeler Field, T.H., to duty as Adjutant, Hawaiian Air Depot, Luke Field, T.H.

Captain John E. Bodle from duty with 18th Pursuit Group, Wheeler Field, T.H., to duty as Flight Commander,

Captain Bryant L. Boatner, from duty as Flight Commander, 6th Pursuit Squadron, Wheeler Field, T.H., to duty as Intelligence and Operations Officer of that Squadron.

Captain Russell Keillor relieved from assignment as Flight Commander, 19th Pursuit Squadron, Wheeler Field, to duty as Intelligence and Operations Officer, 19th Pursuit Squadron.

Major Thomas W. Hastey was relieved from assignment and duty with the 28th Bombardment Squadron at Nichols Field, P.I.

Major Arnold H. Rich relieved from assignment, duty and temporary rank as Commanding Officer, 84th Service Sqdn., Maxwell Field.

NATIONAL GUARD AIRMEN IN CONVENTION

Five Douglas Observation airplanes from the 41st Division Aviation, Washington National Guard, Felts Field, Spokane, Wash., with a complete compliment of officers and enlisted men, will be flown on an air navigation flight to Santa Fe, New Mexico, Incidentally, while there, they will attend the annual convention of the National Guard Association, October 24-26, 1935. In the flight will be Brigadier General Carlos Pennington, who commanded the Infantry troops during strike duty in Tacoma, Wash., last summer.

Local officers of the Washington National Guard Association are considering extending an invitation to the National Association to hold its 1936 convention in Spokane.

Officers of the 41st Division Aviation have pointed out that their organization has all the facilities necessary to care for Air Corps groups attending the convention, and that sufficient hotel and convention hall accommodations are available.

With the establishment of the Northern Transcontinental Airway from the Twin Cities to Seattle, Spokane is on airways from all parts of the United States.

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NECESSITY THE MOTHER OF INVENTION

A Navy pilot in an observation seaplane made a forced landing at sea, due to a broken gas line, forty miles or so from the nearest ship. The question was - What to do? A little rummaging around disclosed a first aid kit with a hollow tourniquet, plenty of adhesive tape, and elsewhere, a roll of safety wire. A piece of the tourniquet was cut off and slipped over each end of the broken line. Adhesive tape was applied, and the whole bound with safety wire. The engine was started and the airplane flown safely back to the ship.

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AIR DEMONSTRATION AT FORT LEAVENWORTH, KANS.

An Air Demonstration was scheduled to be held at Fort Leavenworth, Kansas, on October 12th, with Air Corps personnel from Barksdale, Langley, March and Hamilton Fields, and from Fort Leavenworth, participating, utilizing 17 Type A-12 Attack, 21 P-26 and 3 Transport planes from Barksdale Field, 13 B-6 Bombardment planes from Langley Field, 3 Martin Bombers from Hamilton Field and 3 O-19 Observation planes from Fort Leavenworth.

Events on the program were to be the spraying of Infantry troops in column; Pursuit dive bombing; Attack bombing against a dispersed Infantry battalion; Attack demonstration of parachute bombs; Pursuit attack against an Observation element; Demonstration of Bombardment tactical formations; Attack of Bombardment squadron by Pursuit squadron; Attack of modern fast Bombers by Pursuit squadron; High altitude bombing, 8,000 to 10,000 feet, by a Bombardment squadron, Demonstration of Pursuit formation and maneuverability. Personnel participating: 63 officers, 13 Flying Cadets, necessary complement of enlisted men, and 13 officers(observers).